Section 3. Flight Progress Strips

2-3-1. GENERAL

Unless otherwise authorized in a facility directive, use flight progress strips to post current data on air traffic and clearances required for control and other air traffic control services. To prevent misinterpretation when data is hand printed, use standard hand-printed characters.

En route: Flight progress strips shall be posted.

REFERENCE-
FAAO 7210.3, Flight Progress Strip Usage, Para 6-1-6.

a. Maintain only necessary current data and remove the strips from the flight progress boards when no longer required for control purposes. To correct, update, or preplan information:

1. Do not erase or overwrite any item. Use an "X" to delete a climb/descend and maintain arrow, an at or above/below symbol, a cruise symbol, and unwanted altitude information. Write the new altitude information immediately adjacent to it and within the same space.

2. Do not draw a horizontal line through an altitude being vacated until after the aircraft has reported or is observed (valid Mode C) leaving the altitude.

3. Preplanning may be accomplished in red pencil.

b. Manually prepared strips shall conform to the format of machine-generated strips and manual strip preparation procedures will be modified simultaneously with the operational implementation of changes in the machine-generated format. (See FIG 2-3-1.)

c. Altitude information may be written in thousands of feet provided the procedure is authorized by the facility manager, and is defined in a facility directive, i.e. 5,000 feet as 5, and 2,800 as 2.8.

NOTE-
A slant line crossing through the number zero and underline of the letter "s" on handwritten portions of flight progress strips are required only when there is reason to believe the lack of these markings could lead to misunderstanding. A slant line crossing through the number zero is required on all weather data.

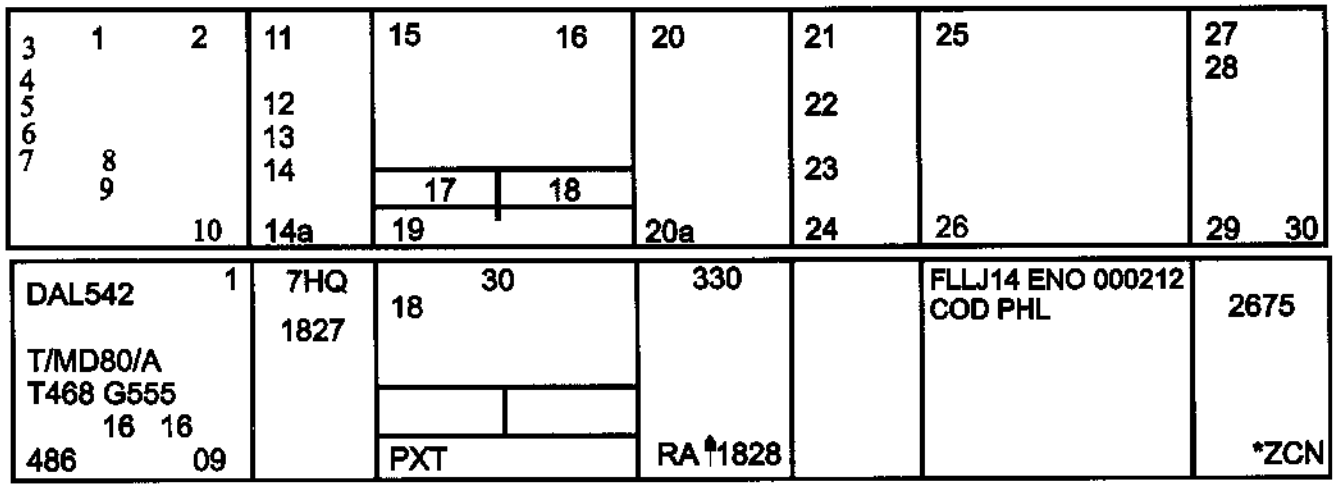
Standard Recording of Hand-printed Characters

Typed	Hand Printed	Typed	Hand Printed
A	A	T	T
B	B	U	U
C	C	V	V
D	D	W	W
E	E	X	X
F	F	Y	Y
G	G	Z	Z
H	H		
I	I	1	1
J	J	2	2
K	K	3	3
L	L	4	4
M	M	5	5
N	N	6	6
O	O	7	7
P	P	8	8
Q	Q	9	9
R	R	0	Ø
S	S		

FIG 2-3-1

2-3-2. EN ROUTE DATA ENTRIES

Flight Progress Strip
(7230-19)



a. Information recorded on the flight progress strips (FAA Forms 7230-19) shall be entered in the correspondingly numbered spaces:

Block	*Information Recorded*
1.	Verification symbol if required.
2.	Revision number. DSR-Not used.
3.	Aircraft identification.
4.	Number of aircraft if more than one, TCAS/ heavy aircraft indicator if appropriate, type of aircraft, and aircraft equipment suffix. The TCAS indicator is "T/" and the heavy aircraft indicator is "H/". For aircraft that are both TCAS and heavy, the indicator is "B/". For B757, the indicator is "F/" and for B757 with TCAS, the indicator is "L/".
5.	Filed true airspeed.
6.	Sector number.
7.	Computer identification number if required.
8.	Estimated ground speed.
9.	Revised ground speed or strip request (SR) originator.
10.	Strip number. DSR- Strip number/Revision number.
11.	Previous fix.
12.	Estimated time over previous fix.
13.	Revised estimated time over previous fix.
14.	Actual time over previous fix, or actual departure time entered on first fix posting after departure.
14a.	Plus time expressed in minutes from the previous fix to the posted fix.

Block	*Information Recorded*
15.	Center-estimated time over fix (in hours and minutes), or clearance information for departing aircraft.
16.	Arrows to indicate if aircraft is departing (↑) or arriving (↓).
17.	Pilot-estimated time over fix.
18.	Actual time over fix, time leaving holding fix, arrival time at nonapproach control airport, or symbol indicating cancellation of IFR flight plan for arriving aircraft, or departure time (actual or assumed).
19.	Fix. For departing aircraft, add proposed departure time.
20.	Altitude information (in hundreds of feet) or as noted below.
NOTE-	*Altitude information may be written in thousands of feet provided the procedure is authorized by the facility manager, and is defined in a facility directive, i.e. FL 330 as 33, 5,000 feet as 5, and 2,800 as 2.8.*
20a.	**OPTIONAL USE,** when voice recorders are operational; **REQUIRED USE,** when the voice recorders are not operating and strips are being use at the facility. This space is used to record reported RA events. The letters RA followed by a climb or descent arrow (if the climb or descent action is reported) and the time (hhmm) the event is reported.

Block	*Information Recorded*
21.	Next posted fix or coordination fix.
22.	Pilot's estimated time over next fix.
23.	Arrows to indicate north (↑), south (↓), east (→), or west (←) direction of flight if required.
24.	Requested altitude.
NOTE-	*Altitude information may be written in thousands of feet provided the procedure is authorized by the facility manager, and is defined in a facility directive, i.e., FL 330 as 33, 5,000 feet as 5, and 2,800 as 2.8.*
25.	Point of origin, route as required for control and data relay, and destination.
26.	Pertinent remarks, minimum fuel, point out/radar vector/speed adjustment information or sector/position number (when applicable in accordance with para 2-2-1, Recording Information), or NRP.
27.	Mode 3/A beacon code if applicable.
28.	Miscellaneous control data (expected further clearance time, time cleared for approach, etc.).
29-30.	Transfer of control data and coordination indicators.

FIG 2-3-2

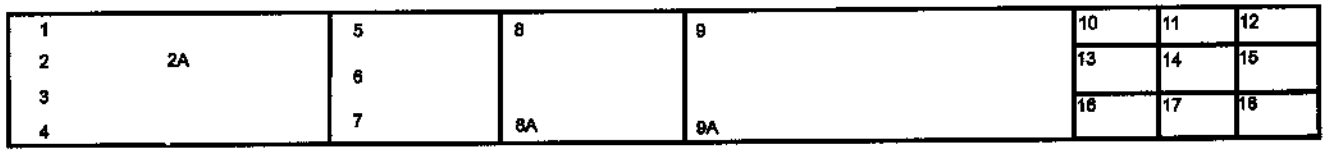
b. Latitude/longitude coordinates may be used to define waypoints and may be substituted for non-adapted NAVAID's in space 25 of domestic en route flight progress strips provided it is necessary to accommodate a random RNAV or GNSS route request.

c. Facility Air Traffic managers may authorize the optional use of spaces 13, 14, 14a, 22, 23, 24, and 28 for point out information, radar vector information, speed adjustment information, or transfer of control data.

2-3-3. TERMINAL DATA ENTRIES

a. Arrivals:

Information recorded on the flight progress strips (FAA Forms 7230-7.1, 7230-7.2, and 7230-8) shall be entered in the correspondingly numbered spaces. Facility managers can authorize omissions and/or optional use of spaces 2A, 9A, and 10-18, if no misunderstanding will result. These omissions and/or optional uses shall be specified in a facility directive.



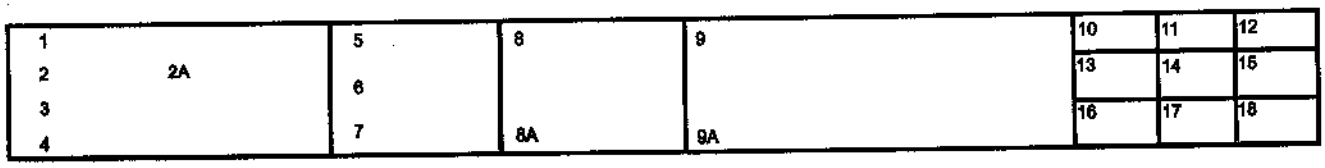
Block	*Information Recorded*
1.	Aircraft identification.
2.	Revision number (FDIO locations only).
2A.	Strip request originator. (At FDIO locations this indicates the sector or position that requested a strip be printed.)
3.	Number of aircraft if more than one, TCAS/ heavy aircraft indicator if appropriate, type of aircraft, and aircraft equipment suffix. The TCAS indicator is "T/" and the heavy aircraft indicator is "H/". For aircraft that are both TCAS and heavy, the indicator is "B/". For B757, the indicator is "F/" and for B757 with TCAS, the indicator is "L/".
4.	Computer identification number if required.
5.	Secondary radar (beacon) code assigned.
6.	(FDIO Locations.) The previous fix will be printed. (Non-FDIO Locations.) Use of the inbound airway. This function is restricted to facilities where flight data is received via interphone when agreed upon by the center and terminal facilities.
7.	Coordination fix.
8.	Estimated time of arrival at the coordination fix or destination airport.

Block	*Information Recorded*
8A.	**OPTIONAL USE,** when voice recorders are operational; **REQUIRED USE,** when the voice recorders are not operating and strips are being used at the facility. This space is used to record reported RA events when the voice recorders are not operational and strips are being used at the facility. The letters RA followed by a climb or descent arrow (if the climb or descent action is reported) and the time (hhmm) the event is reported.
9.	Altitude (in hundreds of feet) and remarks.
NOTE-	*Altitude information may be written in thousands of feet provided the procedure is authorized by the facility manager, and is defined in a facility directive, i. e., FL 230 as 23, 5,000 feet as 5, and 2,800 as 2.8.*
9A.	Minimum fuel, destination airport/point out/radar vector/speed adjustment information. Air Traffic managers may authorize in a facility directive the omission of any of these items, **except minimum fuel,** if no misunderstanding will result.
NOTE-	*Authorized omissions and optional use of spaces shall be specified in the facility directive concerning strip marking procedures.*
10-18.	Enter data as specified by a facility directive. Radar facility personnel need not enter data in these spaces except when nonradar procedures are used or when radio recording equipment is inoperative.

FIG 2-3-3

b. Departures:

Information recorded on the flight progress strips (FAA Forms 7230-7.1, 7230-7.2, and 7230-8) shall be entered in the correspondingly numbered spaces. Facility managers can authorize omissions and/or optional use of spaces 2A, 9A, and 10-18, if no misunderstanding will result. These omissions and/or optional uses shall be specified in a facility directive.



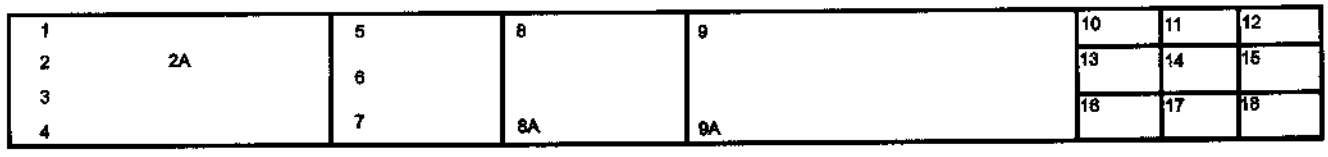
Block	*Information Recorded*
1.	Aircraft identification.
2.	Revision number (FDIO locations only).
2A.	Strip request originator. (At FDIO locations this indicates the sector or position that requested a strip be printed.)
3.	Number of aircraft if more than one, TCAS/ heavy aircraft indicator if appropriate, type of aircraft, and aircraft equipment suffix. The TCAS indicator is "T/" and the heavy aircraft indicator is "H/". For aircraft that are both TCAS and heavy, the indicator is "B/". For B757, the indicator is "F/" and for B757 with TCAS, the indicator is "L/".
4.	Computer identification number if required.
5.	Secondary radar (beacon) code assigned.
6.	Proposed departure time.
7.	Requested altitude.
NOTE-	*Altitude information may be written in thousands of feet provided the procedure is authorized by the facility manager, and is defined in a facility directive, i. e., FL 230 as 23, 5,000 feet as 5, and 2,800 as 2.8.*
8.	Departure airport.

Block	*Information Recorded*
8A.	**OPTIONAL USE,** when voice recorders are operational; **REQUIRED USE,** when the voice recorders are not operating and strips are being used at the facility. This space is used to record reported RA events when the voice recorders are not operational and strips are being used at the facility. The letters RA followed by a climb or descent arrow (if the climb or descent action is reported) and the time (hhmm) the event is reported.
9.	**Computer-generated:** Route, destination, and remarks. Manually enter altitude/altitude restrictions in the order flown, if appropriate, and remarks.
9.	**Hand-prepared:** Clearance limit, route, altitude/altitude restrictions in the order flown, if appropriate, and remarks.
NOTE-	*Altitude information may be written in thousands of feet provided the procedure is authorized by the facility manager, and is defined in a facility directive, i. e., FL 230 as 23, 5,000 feet as 5, and 2,800 as 2.8.*
9A.	Point out/radar vector/speed adjustment information.
10-18.	Enter data as specified by a facility directive. Items, such as departure time, runway used for takeoff, check marks to indicate information forwarded or relayed, may be entered in these spaces.

FIG 2-3-4

c. Overflights:

Information recorded on the flight progress strips (FAA Forms 7230-7.1, 7230-7.2, and 7230-8) shall be entered in the correspondingly numbered spaces. Facility managers can authorize omissions and/or optional use of spaces 2A, 9A, and 10-18, if no misunderstanding will result. These omissions and/or optional uses shall be specified in a facility directive.



Block	*Information Recorded*
1.	Aircraft identification.
2.	Revision number (FDIO locations only).
2A.	Strip request originator. (At FDIO locations this indicates the sector or position that requested a strip be printed.)
3.	Number of aircraft if more than one, TCAS/ heavy aircraft indicator if appropriate, type of aircraft, and aircraft equipment suffix. The TCAS indicator is "T/" and the heavy aircraft indicator is "H/". For aircraft that are both TCAS and heavy, the indicator is "B/". For B757, the indicator is "F/" and for B757 with TCAS, the indicator is "L/".
4.	Computer identification number if required.
5.	Secondary radar (beacon) code assigned.
6.	Coordination fix.
7.	Overflight coordination indicator (FDIO locations only).
NOTE-	*The overflight coordination indicator identifies the facility to which flight data has been forwarded.*
8.	Estimated time of arrival at the coordination fix.

Block	*Information Recorded*
8A.	**OPTIONAL USE,** when voice recorders are operational; **REQUIRED USE,** when the voice recorders are not operating and strips are being used at the facility. This space is used to record reported RA events when the voice recorders are not operational and strips are being used at the facility. The letters RA followed by a climb or descent arrow (if the climb or descent action is reported) and the time (hhmm) the event is reported.
9.	Altitude and route of flight through the terminal area.
NOTE-	*Altitude information may be written in thousands of feet provided the procedure is authorized by the facility manager, and is defined in a facility directive, i. e., FL 230 as 23, 5,000 feet as 5, and 2,800 as 2.8.*
9A.	Point out/radar vector/speed adjustment information.
10-18.	Enter data as specified by a facility directive.

FIG 2-3-5

NOTE-
National standardization of items (10 through 18) is not practical because of regional and local variations in operating methods; e.g., single fix, multiple fix, radar, tower en route control, etc.

d. Air traffic managers at automated terminal radar facilities may waive the requirement to use flight progress strips provided:

1. Backup systems such as multiple radar sites/systems or single site radars with CENRAP are utilized.

2. Local procedures are documented in a facility directive. These procedures should include but not be limited to:

(a) Departure areas and/or procedures.

(b) Arrival procedures.

(c) Overflight handling procedures.

(d) Transition from radar to nonradar.

(e) Transition from ARTS to non-ARTS.

(f) Transition from ASR to CENRAP.

(g) Transition to or from ESL.

3. No misunderstanding will occur as a result of no strip usage.

4. Unused flight progress strips, facility developed forms and/or blank notepads shall be provided for controller use.

5. Facilities shall revert to flight progress strip usage if backup systems referred to in subpara a are not available.

e. Air traffic managers at FDIO locations may authorize reduced lateral spacing between fields so as to print all FDIO data to the left of the strip perforation. When using FAA Form 7230-7.2, all items will retain the same relationship to each other as they do when the full length strip (FAA Form 7230-7.1) is used.

2-3-4. AIRCRAFT IDENTITY

Indicate aircraft identity by one of the following using combinations not to exceed seven alphanumeric characters:

a. Civil aircraft, including air-carrier aircraft letter-digit registration number including the letter "T" prefix for air taxi aircraft, the letter "L" for lifeguard aircraft, 3-letter aircraft company designator specified in FAAO 7340.1, Contractions, followed by the trip or flight number. Use the operating air carrier's company name in identifying equipment interchange flights.

EXAMPLE-
"N12345."
"TN5552Q."
"AAI192."
"LN751B."

NOTE-
The letter "L" is not to be used for air carrier/air taxi lifeguard aircraft.

b. Military Aircraft.

1. Prefixes indicating branch of service and/or type of mission followed by the last 5 digits of the serial number (the last 4 digits for CAF/CAM/CTG). (See TBL 2-3-1 and TBL 2-3-2.)

2. Pronounceable words of 3, 4, 5, and 6 letters followed by a 4-, 3-, 2-, or 1-digit number.

EXAMPLE-
"SAMP Three One Six."

3. Assigned double-letter 2-digit flight number.

4. Navy or Marine fleet and training command aircraft, one of the following:

(a) The service prefix and 2 letters (use phonetic alphabet equivalent) followed by 2 or 3 digits.

Branch of Service Prefix

Prefix	*Branch*
A	U.S. Air Force
C	U.S. Coast Guard
G	Air or Army National Guard
R	U.S. Army
VM	U.S. Marine Corps
VV	U.S. Navy
CAF	Canadian Armed Force
CAM	Canadian Armed Force (Transport Command)
CTG	Canadian Coast Guard

TBL 2-3-1

Military Mission Prefix

Prefix	*Mission*
E	Medical Air Evacuation
F	Flight Check
L	LOGAIR (USAF Contract)
RCH	AMC (Air Mobility Command)
S	Special Air Mission

TBL 2-3-2

(b) The service prefix and a digit and a letter (use phonetic alphabet equivalent) followed by 2 or 3 digits.

c. Special-use. Approved special-use identifiers.

2-3-5. AIRCRAFT TYPE

Use the approved codes listed in Appendices A through C to indicate aircraft type.

2-3-6. USAF/USN UNDERGRADUATE PILOTS

To identify aircraft piloted by solo USAF/USN undergraduate student pilots (who may occasionally request revised clearances because they normally are restricted to flight in VFR conditions), the aircraft identification in the flight plan shall include the letter "Z" as a suffix. Do not use this suffix, however, in ground-to-air communication.

NOTE-
USAF solo students who have passed an instrument certification check may penetrate cloud layers in climb or descent only. Requests for revised clearances to avoid clouds in level flight can still be expected. This does not change the requirement to use the letter "Z" as a suffix to the aircraft identification.

REFERENCE-
FAAO 7110.65, Aircraft Identification, Para 2-4-20.
FAAO 7610.4, Chapter 12, Section 10, USAF Undergraduate Flying Training (UFT)/Pilot Instructor Training (PIT).

2-3-7. AIRCRAFT EQUIPMENT SUFFIX

a. Indicate, for both VFR and IFR operations, the aircraft's radar transponder, DME, or navigation capability by adding the appropriate symbol, preceded by a slant. (See TBL 2-3-3.)

b. When forwarding this information, state the aircraft type followed by the word "slant" and the appropriate phonetic letter equivalent of the suffix.

EXAMPLE-
"Cessna Three-ten slant Tango."
"A-Ten slant November."
"F-Sixteen slant Papa."
"Seven-sixty-seven slant Golf."

2-3-8. CLEARANCE STATUS

Use an appropriate clearance symbol followed by a dash (-) and other pertinent information to clearly show the clearance status of an aircraft. To indicate delay status use:

a. The symbol "H" at the clearance limit when holding instructions have been included in the aircraft's original clearance. Show detailed holding information following the dash when holding differs from the established pattern for the fix; i.e., turns, leg lengths, etc.

b. The symbols "F" or "O" to indicate the clearance limit when a delay is not anticipated.

2-3-9. CONTROL SYMBOLOGY

Use authorized control and clearance symbols or abbreviations for recording clearances, reports, and instructions. Control status of aircraft must always be current. You may use:

a. Plain language markings when it will aid in understanding information.

b. Locally approved identifiers. Use these only within your facility and not on teletypewriter or interphone circuits.

c. Plain sheets of paper or locally prepared forms to record information when flight progress strips are not used. (See TBL 2-3-4 and TBL 2-3-5.)

d. Control Information Symbols
(See FIG 2-3-6 and FIG 2-3-7.)

REFERENCE-
FAAO 7110.65, Exceptions, Para 4-5-3.

Aircraft Equipment Suffixes

SUFFIX	*AIRCRAFT EQUIPMENT SUFFIXES*
	NO DME
/X	No transponder
/T	Transponder with no Mode C
/U	Transponder with Mode C
	DME
/D	No transponder
/B	Transponder with no Mode C
/A	Transponder with Mode C
	TACAN ONLY
/M	No transponder
/N	Transponder with no Mode C
/P	Transponder with Mode C
	AREA NAVIGATION (RNAV)
/Y	LORAN, VOR/DME, or INS with no transponder
/C	LORAN, VOR/DME, or INS, transponder with no Mode C
/I	LORAN, VOR/DME, or INS, transponder with Mode C
	ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.)
/E	Flight Management System (FMS) with en route, terminal, and approach capability. Equipment requirements are: (a) Dual FMS which meets the specifications of AC 25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC 20-129, Airworthiness Approval of Vertical Navigation (VNAV) Systems for use in the U.S. NAS and Alaska; AC 20-130A, Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigation Sensors; or equivalent criteria as approved by Flight Standards. (b) A flight director and autopilot control system capable of following the lateral and vertical FMS flight path. (c) At least dual inertial reference units (IRU's). (d) A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan. (e) An electronic map. (U.S. and U.S. territories only unless otherwise authorized.)
/F	A single FMS with en route, terminal, and approach capability that meets the equipment requirements of /E, (a) through (d), above. (U.S. and U.S. territories only unless otherwise authorized.)
/G	Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipped aircraft with en route and terminal capability
/R	Required Navigational Performance (Denotes capability to operate in RNP designated airspace and routes)
/W	Reduced Vertical Separation Minima (RVSM)
/Q	Required Navigation Performance (RNP) and Reduced Vertical Separation Minima (RVSM) (Indicate approval for application of RNP and RVSM separation standards.) It should be noted that /Q is for automation purposes only and will not be filed by system users. FAA processors will convert the combination of /R+/W to =/Q.

TBL 2-3-3

Clearance Abbreviations

Abbreviation	*Meaning*
A	Cleared to airport (point of intended landing)
B	Center clearance delivered
C	ATC clears (when clearance relayed through non-ATC facility)
CAF	Cleared as filed
D	Cleared to depart from the fix
F	Cleared to the fix
H	Cleared to hold and instructions issued
L	Cleared to land
N	Clearance not delivered
O	Cleared to the outer marker
PD	Cleared to climb/descend at pilot's discretion
Q	Cleared to fly specified sectors of a NAVAID defined in terms of courses, bearings, radials or quadrants within a designated radius.
T	Cleared through (for landing and takeoff through intermediate point)
V	Cleared over the fix
X	Cleared to cross (airway, route, radial) at (point)
Z	Tower jurisdiction

TBL 2-3-4

Miscellaneous Abbreviations

Abbreviation	*Meaning*
BC	Back course approach
CT	Contact approach
FA	Final approach
FMS	Flight management system approach
GPS	GPS approach
I	Initial approach
ILS	ILS approach
MA	Missed approach
MLS	MLS approach
NDB	Nondirectional radio beacon approach
OTP	VFR conditions-on-top
PA	Precision approach
PT	Procedure turn
RA	Resolution advisory (Pilot reported TCAS event)
RH	Runway heading
RP	Report immediately upon passing (fix/altitude)
RX	Report crossing
SA	Surveillance approach
SI	Straight-in approach
TA	TACAN approach
TL	Turn left
TR	Turn right
VA	Visual approach
VR	VOR approach

TBL 2-3-5

Control Information Symbols [Part 1]

Symbols	*Meaning*
T→( )	Depart (direction, if specified)
↑	Climb and maintain
↓	Descend and maintain
→	Cruise
@	At
X	Cross
→M→	Maintain
⩥	Join or intercept airway/jet route/track or course
=	While in controlled airspace
△	While in control area
⩥△	Enter control area
△⩥	Out of control area
NW NE E	Cleared to enter, depart or through surface area. Indicated direction of flight by arrow and appropriate compass letter. Maintain Special VFR conditions (altitude if appropriate) while in surface area.
250 K	Aircraft requested to adjust speed to 250 knots.
-20 K	Aircraft requested to reduce speed 20 knots.
+30 K	Aircraft requested to increase speed 30 knots.
Ⓦ	Local Special VFR operations in the vicinity of (name) airport are authorized until(time). Maintain special VFR conditions (altitude if appropriate).
>	Before
<	After or Past
170 (red)	Inappropriate altitude/flight level for direction of flight. (Underline assigned altitude/flight level in red).
/	Until
( )	Alternate instructions
Restriction	Restriction
⩥	At or Below
⩥	At or Above
-(Dash)	From-to (route, time, etc.)
(Alt)B(Alt)	Indicates a block altitude assignment. Altitudes are inclusive, and the first altitude shall be lower than the second. *Example*: 310B370
v <	Clearance void if aircraft not off ground by (time)
NOTE: The absence of an airway route number between two fixes in the route of flight indicates "direct"; no symbol or abbreviation is required.	

FIG 2-3-6

Control Information Symbols [Part 2]

Symbols	*Meaning*
℄	Pilot canceled flight plan
✓	*EN ROUTE*: Aircraft has reported at assigned altitude, *Example*: 80 ✓
✓	*TERMINAL/FSS*: Information forwarded (indicated information forwarded as required)
○ (red)	*EN ROUTE*: Information or revised information forwarded. (Circle, in red, inappropriate altitude/flight level for direction of flight or other control information when coordinated. Also circle, in red, the time (minutes and altitude) when a flight plan or estimate is forwarded. Use method in both inter-center and intra-center coordination.)
(50)	Other than assigned altitude reported (circle reported altitude)
10 / 6	DME holding (use with mileages)(Upper figure indicates distance from station to DME fix, lower figure indicates length of holding pattern.) In this example, the DME fix is 10 miles out with a 6 mile pattern indicated.
(ml.)(dir.)	DME arc of VORTAC, TACAN, or MLS.
(freq.)	Contact (facility) or (freq.), (time, fix, or altitude if appropriate). Insert frequency only when it is other than standard.
R	Radar contact.
R	*EN ROUTE*: Requested altitude (preceding altitude information)
R	Radar service terminated
R	Radar contact lost
RV	Radar vector
RX	Pilot resumed own navigation
(R)	Radar handoff (circle symbol when handoff completed)
E (red)	EMERGENCY
W (red)	WARNING
P	Point out initiated. Indicate the appropriate facility, sector or position. *Example*: PZFW.
FUEL	Minimum fuel
NOTE: The absence of an airway route number between two fixes in the route of flight indicates "direct"; no symbol or abbreviation is required.	

FIG 2-3-7